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The Daily Press.

HONGKONG OFFICE: 14, DES VIGUE ROAD, CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 11TH AUGUST, 1904.

CHINA has been unfortunate in her translators, and the great body of her early literature, interesting not alone from its historical importance but from its actual beauties, still remains for the most part a sealed book. In one respect China is almost unique amongst ancient nations, and that is in having preserved a great number of her ancient ballads, which we find in the collection called the *Shi-King* or "Classic of Ballads." The preservation of these, we owe entirely to the loving care of Confucius, and it is certainly one of the greatest, if not absolutely the greatest, boon he has conferred on posterity. Yet this collection, invaluable for the light it throws on the early history and ancient mythology of Eastern Asia, remains to all intents and purposes absolutely unknown, so entirely have the modern Chinese, and sequacious translators, failed to grasp not only the language, but still more the circumstances under which its contents were originally produced. Amongst European authors one of the chief causes of this continued misunderstanding has been the erroneous form under which they have been presented to the modern world; and it is unfortunately the case that for this no one individual is more to blame than the late Dr. Legge, who in giving the ballads the misleading title of "Odes" has perpetuated all the errors of the school of Chu-Hi—a school originated when criticism had fallen to the very lowest depths of ignorance and ineptitude. Unfortunately, from want of previous training, and from a too pronounced devotion to established authority, no worse translator than Dr. Legge could possibly

have been selected for the task of presenting the ancient Chinese literary remains to the scholars of Europe. With no better preparation for the task than the ordinary "puns" theological curriculum of the Scottish university; and with but scant acquaintance with the literary treasures of his own land, and entirely ignorant of what had elsewhere been accomplished in the world of criticism, he set to in a lighthearted way to translate a body of literature, which even in China itself had long become a dead language. It is true that in this Dr. Legge proceeded from no malice *preconception*; the fault was ignorance, but ignorance of such a nature that it would seem incomprehensible, even with the slight knowledge of modern English literature at his disposal. Unfortunately for the history of British criticism, the blunder is by no means without precedent, and our knowledge of the Buddhist literature of ancient India was marked by a precisely similar *contempt*, which might, and certainly should have been known to Dr. Legge. I quote from Vol. I. of Max Muller's "Chips from a German Workshop." Speaking of the lack of knowledge of that literature which prevailed in England in the early part of the last century, MAX MULLER remarks:—"The 'Honourable GEORGE TERNOUR suddenly presented to the world the Buddhist literature of Ceylon, composed in the ancient language of that island, the ancient Pali. The existence of this literature had been known before, and Sir A. Johnston had collected certain well-known works, which at his suggestion had been translated from Pali into modern Singalese, and thence into English. The translation appeared in 1833, and was dedicated to WILLIAM IV. Unfortunately, whether through fraud or through misunderstanding, the priests who were to have procured an authentic copy of the Pali originals and translated them into the vernacular language, appear to have formed a compilation of their own from various sources. The official translators by whom this mutilated Singalese abridgment was to have been rendered into English, took still greater liberties; and the 'Sacred and Historical Books of Ceylon' had hardly been published before TERNOUR, then a mere beginner in the study of Pali, was able to prove the utter uselessness of that translation."

Now, *mutatis mutandis*, this is precisely what happened in the case of Dr. Legge's "Chinese Classics." Unable or unwilling to translate for himself the ancient text, he had recourse to the ever-present "teacher," who, as ignorant of ancient language as were the Ceylon priests of the ancient Pali, palmed off on him a paraphrase in the modern vernacular, which Dr. Legge, doubtless in good faith, gave to the world as his rendering of the original, with an equal contempt for the real meaning. The result is equally unsatisfactory for all enquirers into Chinese antiquities, but unfortunately no European has risen over the horizon to expose the blunder. The effect of all this is, of course, that no progress has been made in Chinese studies, and that the history and antiquities of ancient China are still in the same fogged and absolutely false predicament as half a century ago.

We have been led to make these remarks by the recent publication of another so-called "translation" of "The Odes" founded on the extremely inaccurate and misleading version of LEGGE. Had Legge's knowledge of the early history of his own language been a little more extensive the very fact would have led him to pause before presenting such a crude and ill-digested farago of bad English and worse sense as a possible rendering of ballads whose intrinsic merits had enabled them to pass down from mouth to mouth for nearly a thousand years. Had Legge had better knowledge of the classical meaning of the word "ode," which although these compositions were intended to be sung, always presupposed a previously written copy, he would have found some apter title for his uncouth renderings. Had he possessed a better knowledge of the old Chinese language and antiquities he would have recognised that as they are handed down they could never have been intelligible to the ear. As a fact, when they were composed, like the earliest compositions of all nations not yet attained to the use of writing, they were ballads pure and simple; and in this condition they were handed down, as were such ballads in England as "Chevy Chase" for hundreds of years. Confucius it is noteworthy never uses any expression with regard to them which could be construed into an indication of their existing in a written form. "Have you learnt the Ballads?" he asks of his son; "if

not, you are not fit to talk with." As a fact no one attempted to put them in the fotters of writing for many generations after Confucius. As a matter of fact, history, certainly within historic recollection, they were not put into the form of writing till the time of the great Emperor Wu, B.C. 139; and the enormous extent to which that rendering is merely phonetic indicates that the accepted story is authentic. Almost to the same extent similar remarks apply to the other fragments of the old literature preserved. The older parts of the *Shu-King* consist, as Dr. Legge must have perceived had he been capable of reading and comparing the original, largely of similar ballads. This is clearly marked in the *Yan* and *Shun* Tiens, and is especially conspicuous in the so-called *Yu Kung*, for here not merely the vocabulary, but the entire grammar and syntax as well as the rhythm of the two portions, are entirely different. We can only attribute to the strange practice of everlastingly consulting the "teacher" the want of appreciation of these apparently self-evident facts. Of course a similar failing is to be noted elsewhere; it is not an English dominion that one has to go to study Anglo-Saxon, though the difference between modern English and that of our ancestors of a thousand years ago is far less than between modern Chinese and that of eight centuries B.C. Is there no Burnour to come to the rescue of the well-meaning, but sadly misinformed student, who really desires initiation into the mysteries of Chinese antiquity, but finds no guide on the lonely shore?

Yesterday's plague return showed a clean bill for the first time this season. There was no case to record.

The increase in the export of tea from China this season is regarded by the Ceylon papers as "alarming."

Mr. Matthew Wightman Boyd, the Thatched House Club, and late of the Chartered Bank of India, Australia, and China, left £48,365.

In consequence of the bad weather, His Excellency the Governor's children's party has been postponed from Thursday, the 11th, till Wednesday, the 17th.

The little band of Christian worshippers who have been meeting at No. 8, Arsenal Street, are from now on holding their services at the Ashley Road Hall, Kowloon, No. 6 on the ground floor. We publish the particulars of services on Saturdays.

There was a very apparent absence of junks and sampans in the harbour yesterday, the black cone having frightened that class of craft away to the Causeway Bay typhoon shelter. In the afternoon, however, the more venturesome came out again as the weather cleared up. The casualties of the storm were small. One lap-sap junk was sunk near the Canton wharf and a few sampans and rowing boats were swamped. No fatalities were reported.

Naval gossip says that Lord Charles Bessford will take command of the Mediterranean squadron after his term as Commander-in-Chief of the Channel Fleet expires. If Sir A. K. Wilson does not succeed Sir Compton E. Donville it is extremely likely, the *L. & C. Express* thinks, that Lord Charles will, and the officers and men of the Mediterranean Squadron would be glad to have him back again. Vice-Admiral Sir A. W. Moore is being mentioned as the next Commander-in-Chief of the Channel Fleet.

A Japanese resident at the Cape, in the course of an interview with a representative of the *Argus*, said that Japan was probably the only country in which beri-beri had been thoroughly studied. The disease had been found to be not infectious. Rice was one of the principal carriers of beri-beri, but the substitution of bread for rice had stamped out the disease in the Japanese Navy, in which it was at one time serious. Although the climate of Johannesburg was inimical to beri-beri, he suggested the summoning of a Japanese specialist. About 50 cases were reported.

While a small yacht was crossing the harbour yesterday, shortly after noon, it was caught by a squall and capsized, and the occupant, a military officer, was thrown into the water. There was a very choppy sea running at the time, and the yacht was in considerable danger of going under. Luckily for the yachtsman one of the "Star" Ferry launches was near at hand and she immediately changed her course and picked him up, not much the worse for his unpleasant experience. The ferry towed the water-jogged yacht to the Kowloon wharf, where the intrepid yachtsman was soon the centre of attraction of a crowd of admiring Chinese.

The funeral took place at Happy Valley yesterday of Mr. John Logan, late chief engineer of the Hongkong, Canton and Macao Steamboat Co.'s s.s. *Fatshan*. He died in the Government Civil Hospital on Tuesday. Mr. Logan was on the Canton River run for nearly twenty years, and was one of the oldest and most respected engineers on the China coast. He was a native of the north of Scotland. His genial ways and hearty manner will be recalled by many who have made the trip up to Canton on the *Fatshan*. Some years ago Mr. Logan went to South Africa and worked there for a time, but he came back to Hongkong and was reinstated in his old position on the *Fatshan*.

Owing to the typhoon, the homeward-bound French mail steamer did not leave until yesterday morning.

We are informed that the cost of going Home via America has now been brought to the level of the cost via Suez, an announcement that should interest those desirous of "seeing America" thus casually.

Mr. Gray Scott yesterday took a few of his friends for a ride to Kennedy Town on an electric car. The car went at a very good speed and took the curves well. Hon. P. N. H. Jones, Acting D.P.W., has inspected the line.

Business enterprises in London is illustrated in a furnishing firm's advertisement in the *Daily Mail*. The firm offers to send a private brougham to bring and return any customer who asks for it, and in addition, luncheon is supplied—all without charge.

An influential Chinese paper recently stated that it was China's interest to check the Tibetans from resuming the British Expedition, if Tibet were not to share the fate of India. In view of China's earlier failures to influence Tibet, we must attribute their present passivity to some other reason.

We referred recently, without giving names, to newspapers which were condoning such crimes as the murder of Rohrkoff. The *Times* was a palpable offender against morals in this respect. Now we observe that the *Church Times*, of all papers, has followed the lead. Has our ecclesiastical contemporary forgotten the Decalogue, clause six?

Editors of Manila papers don't choose their language much when writing of each other. This is from the *Coblescence*:—"Edward E. O'Brien is to go to Bilbid to serve six months for libel, it would seem. While we condole with him, we cannot but hope that the weekly nuisance which he has been responsible for will be permanently abated by his removal from the scene of his accustomed activities."

The Russian newspaper *Vostochny Vestnik*, of Vladivostok, is a sufferer by the war, and has very probably by now ceased publication. *Die Buchdrucker Woche*, which reached us by the last mail, remarks that the Russian journal was reduced to printing its issues on its remaining stock of wrapping-paper. The Japanese had captured its consignment of paper, which is surely not (our German contemporary thinks) "kriegskonterbande."

By kind permission of Lieut.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, this evening (weather permitting):—
March..... "Dutrocero"..... Godard
Overture..... "Die Felsen Mühle"..... Reissiger
Selection..... "The Yeomen of the Guard"..... Sullivan
Polonaise..... "Stars and Stripes"..... Chopin
Lancers..... "Garden Party"..... Karoly Kluy
Valse..... "Hawarden"..... Moret
Two-Step..... "Hawarden"..... Moret

Bennet Burleigh, war correspondent, is being "roasted" at Home for the ridiculous posture he assumes in his despatches, of adviser to the Japanese, and his air of "I told them how to do it" after a Japanese victory. The *Saturday Review*, not to be behindhand, suggests that it is unlikely the Japanese, made famous by a few months of flawless campaigning, would listen to the advice of a civilian member of a nation that makes a mess of its own wars. It seems a waste of *Saturday Review* to tweak the lion's tail in order to pull a mare reporter's nose.

Vessels of the same size carry a larger cargo under a foreign than under the British flag, and in many voyages this represents an advantage to the foreigner of 10 percent. over the Britisher. The Home Secretary, it was understood, was about to impose upon dockowners and shipowners new regulations with regard to the loading and unloading and coaling of vessels, the present processes having been certified as dangerous, but as matters stood these regulations could not be imposed upon foreign ship-owners.

Referring to the island at Shanghai, the *London Times* almost reached certainty in the following learned conclusions:—"The Saddle Island to which a Shanghai Renter telegram of 15th June states a British fleet has proceeded from Wosung, is very improbably in the New Hebrides which is not on the China station. It is more likely—almost certain—to be the Saddle Island on the north coast of Siamang province, due west of Weihaiwei, and a place constantly visited by ships of the China station."

During the stormy weather on Tuesday night and yesterday morning several mishaps occurred in the harbour. One sampan capsized off Stonecutter's Island, another off the Kowloon Wharves, and a third at Shaukiwan. A nightsoil boat filled and sank off the Canton Wharf; and several native boats were blown ashore in Kowloon Bay. During all this up to midnight, the "Star" Ferry kept up its regular service, crossing the Harbour during very fierce squalls. The Hungghong, Shaikiwan, and Yumanti passenger boats also maintained their service.

Mr. Gilbert Beith, who represented the Central Division of Glasgow in the Liberal interest, in 1885, being defeated in 1886, and Inverness Burghs from 1892 to 1895, when he retired, died on 5th inst. at Garrochhead. Mr. Beith was 77 years of age, and was the eldest son of the late Rev. Dr. Alexander Beith, of the Free Church of Scotland, Stirling. In 1856 Mr. Beith began business on his own account, and later on became head of the firm of Beith, Stevenson, and Co., Eastern export merchants, of Glasgow and Manchester, and was chairman of the Glasgow Chamber of Commerce. He was an advanced Liberal and a Home Ruler.

Our evening contemporary the *Mail* is informed that Mr. Charles Ford, formerly superintendent of the Botanical and Afforestation Department at Hongkong, was invested on July 5th, by the King in person, with the Imperial Service Order.

The values of San Francisco's merchandise exports to all the Far Eastern countries during 1903 were as follows:—China, £484,797; Hongkong, £736,760; Russian China, £27,693; Siberia, £27,998; Japan, £582,137; Philippine Islands, excluding stores, &c., carried by United States transports, £154,549; British East Indies, £27,140; Corea, £16,631; Guam, £4,394; Midway Island, £2,131. Total, £2,169,230. The imports from Far Eastern countries into San Francisco during 1903 were as follows:—China and Hongkong, £1,161,689; Japan, £2,936,444; Philippine Islands, £88,467; British East Indies, £538,349. Total, £4,842,899.

Addressing the Japan Society at a banquet in Tokyo, Sir Claude MacDonald, the British Minister, is reported to have said that "Great Britain's policy towards Japan early recognised that in the Far East a sun was not rising, but had risen, whose rays reflected forth all that was brave, honourable and true, and no one could say who had studied the negotiations which preceded this war, or who had observed the manner in which it had been conducted by the allies of Great Britain—their reckless bravery, their gentle treatment of the enemy's wounded, the honour paid to his dead—no one could say that the words bravery, truth and honour were too strong or undeserved." The sentiment is so pretty that we forbear alluding too particularly to the phenomenon exhibited by "rays reflecting forth." The phrase, however, deserves preservation in the literary museum that contains such gems as "projected backward."

CONCERT AT CLUB GERMANIA.

A most enjoyable concert was given at Club Germania last evening, when the members invited a number of their friends. The occasion was that of introducing Mr. Ludwig Schliebner to the German community and scholars at Hongkong. Besides Mr. Schliebner, who played some of his own compositions on the piano, those who contributed to the harmony of the evening were Mrs. F. Maitland, Messrs. C. Lammert, C. Schroeter and Frank Austin. Mr. Schliebner displayed great talent. He is the composer of several operas, songs and pianoforte pieces.

CORRESPONDENCE.

WOODMAN! SPARE THOSE TREES!

TO THE EDITOR OF THE "DAILY PRESS"

Hongkong, 10th August.
Sir,—I am glad to see from your sensible article of this morning on the subject that you strongly oppose the policy of our new Superintendent of the Botanical and Afforestation Department, Mr. Dunn, in cutting down the forests of pine which have been planted and cared for by his predecessors in office, to whom, in my opinion, we should be for ever grateful for having done so much to beautify and transform this once barren rock.

Apart from the possible health-preserving qualities of pine forests and their influence in producing increased rainfall, as a resident of some years' standing in the Colony the very idea of destroying acres of these trees for the sake of a few paltry dollars makes me shudder, and I feel sure the late Superintendent of the Department, Mr. Ford, would hardly believe what was contemplated if he were informed of it.

I trust, however, that the matter may be taken up in the proper quarter and that Mr. Dunn may be prevented from rendering null and void in a few weeks the results of patient work for twenty years.—Yours, etc.,
COMMON SENSE.

ALLEGED EXCESSIVE STALL RENTS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 9th August.

Sir,—Will you kindly permit me, through the medium of your columns, to draw His Excellency the Governor's attention to the almost prohibitive cost of food in this Colony? This is due in a large measure to the extortionate rentals exacted by the Government from beef, pork, fish and other stall-holders in the Central Market. The inevitable consequence of this unjust exaction is to create a demand for inflated prices by the stall-holders, who urge, and not wholly without reason, that their charges have risen correspondingly with the rents they are made to pay. H.E. will, no doubt, see that all this entails on the poorer classes, especially the Chinese, the endurance of a very unnecessary hardship. The matter has been ventilated time after time in the local Press, without any result, and it is only quite recently that the efforts of a Food Commission appointed by the Government to make investigations came to an ignominious end. Trusting, therefore, that His Excellency will consider the matter and introduce measures to meet a much-needed relief in this direction, I remain, Yours, &c.,
TAXPAYER.

WEATHER REPORT.

"The Hongkong Observatory yesterday issued the following report:—
On the 9th at 0.33 p.m. The black S. cone was ordered to be hoisted, and on the 10th at 11.09 a.m. the black S. cone and black ball were ordered to be hoisted.

On the 10th at 11.20 a.m. The barometer has risen in Japan and in China except upon the south coast.

The typhoon is situated to the southwest of Hongkong, is still moving in a W.N.W. direction and will probably strike the coast to the north of Hoihow.

Moderate variable winds will prevail in the Formosa Channel and decreasing S.E. winds in the southern part of the China Sea.

Forecast:—Decreasing S.E. winds, equally.

THE WAR.

[FROM OUR OWN CORRESPONDENT.]

ENGLISH PRISONERS AT TOMSK.

KORE, 10th August.

The commander of the smoken steamer *Idzumi* telegraphs from Tomsk that all the members of his crew were saved, and are all well at Tomsk. At that place are also, safe and well, sixty-six men and thirteen officers of the *Sado Maru*. The latter include Messrs. Anderson, Kerr, Dring, and Carmichael.

[REUTER'S SERVICE.]

PIERCE FIGHTING AT PORT ARTHUR.

LONDON, 8th August.

According to a St. Petersburg telegram, a fierce battle was fought on the land-side of Port Arthur on the 5th instant, in which the Japanese are reported to have been repulsed with great loss; the number of killed alone being estimated at 10,000. The Russians lost about 1,000.

General Stoessel telegraphs that Japanese attacks on Port Arthur on the 26th to the 28th were repulse with enormous losses. The Russian losses in the three days amounted to 40 officers and 1,500 men.

WAR ITEMS.

ONLY TWO MILES FROM PORT ARTHUR.

Telegraphing from Tokyo on the 2nd inst., the Shanghai *Mercury* correspondent said: "The Japanese army, after occupying an important Russian defence at Port Arthur about five miles from the main defence on the 26th July, further proceeded in its advance and occupied the place where there was a Russian field hospital in the fight of the 28th and 29th July. In these engagements the Russians defended themselves stubbornly and sustained many casualties. There were also many Russians who surrendered themselves as prisoners to the number of over 1,000. The distance between the Japanese army and the Russian army in Port Arthur is only about two miles and a half. Though the defences of Port Arthur are very strong yet the fall of the stronghold is imminent."

THE OBJECT OF THE VLADIVOSTOK SQUADRON. Apparently the Japanese well understand, says the *Times* correspondent, that, since no direct effect is produced on the war by the Vladivostok squadron's raids against petty merchantmen and remote defenceless settlements, such essays are really intended to arouse popular indignation to the extent of compelling the Government to detach part of Admiral Togo's forces for the purpose of blocking both exits of Vladivostok and thus relieving the pressure on Port Arthur and creating opportunities for the Russian fleet there. There is no prospect whatever that these tactics will succeed.

A STIGMA ON RUSSIA.

All along the railway Chinese women have virtually disappeared, at least they are never visible. They have either migrated or live in hiding for fear worse befall them. "The Russian in bulk," says Mr. B. L. Putnam Wade in his "Manchu and Muscovite," "deprived of the women of the country, has encouraged a free and unrestricted importation by rail and sea of the women of Eastern Europe, and they have come literally in their thousands. If the dictum be true that good women uplift one, then it is equally so that bad women drag one down with unexampled rapidity. The presence of the Shanghai of Poland, Roumania, Servia, Austria, and Russia itself, has had such appalling results on the health of the troops and civilians alike in Manchuria, that even the Russian authorities have themselves from time to time become alarmed, and made ill-conceived and worse executed attempts to rid themselves of these pests. Think only of the Mesdames Sans-Gene in Manchuria and the room they occupy. There must be thousands of them if there is a single one, and everywhere they crowd the streets and towns jingling their soldier earnings and represent Russian colonising."

BEACING UP THE SAMURAI.

Under the heading of "War Orders from Japan," *Dun's Review* says that from inquiries coming into the market it seems likely that the war requirements of Japan will take extended shape and cover a variety of merchandise. The purchases of strictly dry goods have been so far confined to heavy cotton goods, mostly ducks and khaki cloth, but knit goods are being imported after. One recent transaction with a dry goods house covered 600,000 dozen suspenders for use in the Japanese army and navy. Each catch bears the Japanese flag on its face. It is also reported that a contract has been closed for the supply of about 600,000 dozen leather belts for the use of the Japanese soldiers. Perhaps it is shipments of this sort that the Vladivostok squadron is now looking for in the vessels approaching Japan from America.

A shoemaker bought a he' porth of milk; with this he intended to make buter or the butter was to be sold, and the man to have a calf, the calf was to be sold, and the man to have a nabob; only the poor dreamer cracked the jug, split the milk, and led to go superfluous to bed.—Rebels.

INQUEST.

R. FRITZ EDWARD SHUSTER, DECEASED.

Mr. H. H. J. Gompertz, acting as coroner, yesterday held an inquiry into the circumstances of the death of Mr. Fritz Edward Shuster, who met with his death on the 3rd inst. Messrs. H. M. Webb (foreman), James Spencer Duff, and Geo. Banker were sworn as jurors.

Mrs. Shuster, widow of the late Mr. Shuster, who was employed as an engineer at Quarry Bay Sugar Refinery, said: I last saw my husband on Tuesday at 9.30 at the Metropole Hotel. I got into the tram with my husband at the Metropole Hotel to go home. We remained on the tram about ten minutes, but it did not go. Then I got off because my husband was quarrelling with sailors. I asked my husband to get off, but he would not come. I waited in the Metropole Hotel for about 20 minutes, and then took a ricksha to my mother's house at the Race Course. My husband had not come out of the tram when I left. I did not see my husband alive again. My husband did not give any reason for not getting out of the car. He wanted to go to Quarry Bay. He quarrelled with a sailor because the sailor wanted to go to Arsenal Street, and my husband wanted to go to Quarry Bay. There were no blows struck. When we went to the Metropole we were on our way to Quarry Bay. My husband had had two glasses of beer; he was in a quiet state. Before that, at about 4 p.m., he had one glass of whisky and soda. I was with him all the afternoon up to 9.30 p.m. To my knowledge he had no other drink. We left my mother's house to go to Quarry Bay.

By Police Inspector Gauld: When I left in the ricksha my husband was still in the tram; the tram had left. I came back to look for my husband.

Lam King San, a tramway money collector, sworn, said: On Tuesday last I was on tram No. 4. That night I saw Mrs. Shuster on my tram. She got off the tram; she was with a man. She remained on the tram about five minutes, but the gentleman did not get off. When I left the Metropole Hotel he was still on it; that was at 9.30 p.m. for Hongkong. The gentleman got out at Jardine's Sugar Works. On the tram the man was quiet. I heard him speaking to three sailors. He spoke in low tones. The sailors were still on the tram when he got off. They got off at Ship Street. I saw the gentleman get off. He did not stumble. The car was stopped at the time. That is the last I saw of him.

By Inspector Gauld: A notice had been put on the tram, but it was pulled down later. It was up when the lady and gentleman got on the car.

By Jury: The reason the car stopped at Jardine's Sugar Works, not a regular station, was because the trolley jumped the wire. It stopped for about a quarter of an hour. During that quarter of an hour only the gentleman got off. He got off just before the car started.

Dr. William Hunter, sworn, said: On 2nd inst. a European male, aged about 35, was brought to the mortuary. The body was in charge of P. Constable No. 2. It was identified in my presence by Police Constable No. 2; by Constable No. 20; Sergeant No. 59; and by the wife of deceased. I made a post mortem examination. I found on external examination a considerable amount of bruising with wounding over the right side of the face. The right eye was very much swollen. There were no other external injuries. On examining the right side of the face and head I found a large amount of hemorrhage beneath the skin. This was particularly well marked over the right eye and the temple. I found the temple bone fractured. There was also hemorrhage beneath the temple bone, pressing upon the brain. I examined the other organs and found everything healthy. I am of opinion that deceased met his death by fracture of the skull and subsequent concussion of the brain.

By Mr. Gompertz: It could have been caused by a fall. If he had been stepping out of a tramcar and fell forward that might have been sufficient. Deceased was a heavy man of at least 160 lbs. I do not think if defendant tripped over a 2 1/2 foot curb-stone that would have been sufficient to cause such injury.

By Inspector Gauld: The wall is 2 ft. 7 in. higher than the footpath. If he tripped over that wall would that be sufficient?

Dr. Hunter: What is the footpath?—Concrete.

Dr. Hunter: As you put it, it would be sufficient. The injuries were not necessarily fatal. That would depend upon circumstances.

By Jury: I found no mud or grit in the wounds.

Mr. Pedro Olivero Mantas, inspector of electric tramways, sworn, said: About a week ago, about half past ten at night, I was on a car to take it in. I did not see the number. At the time it was raining. The trolley was off being fixed. A gentleman got on, but I told him he could not go anywhere as we were putting the cars away. He sat down. I understood he wanted to stop there a few minutes. As soon as the car began to move he got off and said "Good-night." I answered "Good-night," and he walked away towards Percival Street. The car was on the Praya. I took no further notice of him, till I heard a noise as of someone falling on the ground, and I jumped out to see what it was. I saw a man lying down on the side walk near one of the houses. He was lying face down. I called for another inspector, Schmidt, to help me to get him up. We could not carry him because he was too heavy. I called for Mr. Madden to assist us. We then called for police. As there were no police on the spot, I took a ricksha to No. 2 Station. There was a sergeant on duty, whom I told a European had fallen in

the street. The sergeant came with me, and on delivering the man to him I went about my work.

By Mr. Gompertz: When he fell no one was standing near. There were no passengers in the car. The car was not moving when he got out. He did not fall from the car. We did not move him before calling for the police.

By Inspector Gauld: The deceased did not seem to be drunk. He could answer my questions. When I went to the station I told the sergeant that perhaps the man was drunk. Afterwards I reflected that the man was not drunk. He may have missed his foot at the raised step.

By Jury: When he got out deceased was facing the corner of Percival Street. His fall had nothing to do with the tram.

Mr. George Fletcher Madden gave corroborative evidence. He said there was a mark of blood on the pavement where the man had been lying. He was lifted into shelter at the distance of three yards. The police came, made an examination, and took the man away in a ricksha.

Albert Frank Smith, an inspector in the tramways, also gave evidence. He knew the deceased to speak to, and had told him that the car in question did not go to Taikeo. Mr. Shuster, however, said "Never mind, let me in out of the rain." After that, the fall the man got on, but after a couple of minutes did not reply when witness spoke to him. The man seemed to be in a drinking state, but he was not drunk.

P.S. James Frederick Lee said: At 10.20 p.m. on the 2nd inst. I was on duty in the charge room of No. 2 Station when an Inspector reported that a man was dead drunk at Praya East. I went out with the inspector and while on the way he told me deceased had fallen from the roadway on to the footpath. When we got to Percival Street I found deceased lying on his back under a verandah. He had a cut about half an inch long, on the side of his head which had been apparently bleeding. His right eye was discoloured. The knees of his trousers were torn as if from a fall. His clothes were soaping wet through. There were no blood stains around or in the vicinity. Assisted by two Indian police constables, I took deceased in a ricksha to No. 2 Station. On arriving there I washed the wound on the right side of defendant's head. He smelt strongly of liquor and was breathing heavily. At 3 a.m. I went again to the cell and he appeared to be all right, breathing rather heavily. At 8.15 a.m. I again went to the cell with the intention of letting him out, when I found him unwell. He was hot and breathing irregularly. I at once sent for an ambulance and had him removed to hospital.

By Inspector Gauld: I took from his pocket a book containing 8228 odd, and also a letter addressed to himself. I also took his watch and a pocket handkerchief.

By Mr. Gompertz: I believed the man to be drunk and incapable. When these men are able to go away quietly I do not charge them. In the cell the deceased was lying on two doubled blankets, and he had a blanket for a pillow. The floor was of wood. I did not think he was seriously hurt. If I had believed him to be seriously hurt I would have sent him to hospital, by an ambulance provided for the purpose, at any time of night. I often see men brought in as drunk and incapable with slight wounds, such as a cut about the head.

By Jury: As the inspector made a report of dead drunk, and as he smelt of liquor, I took him as being drunk and incapable. He was unconscious all the time. I went to the cell at 3 a.m. because under the circumstances it was usual to do so. I examined him from the length of the bars. The only marks I noticed were the cut at the right side of the head and the eye discoloured. Once deceased moved his arms and groaned; that was at about a quarter past eleven. I thought the man was suffering from drink, as the wounds appeared so slight. I put him in the cell because there was only a hukong on duty. If a European constable had been on duty I would have left him in the charge-room. I was called out to make a report and then visited the cell; that is usual.

P.C. Harding, who accompanied the body from No. 2 Police Station to the Government Civil Hospital, said he did not see deceased put in the ambulance. On arriving at the hospital the man was viewed by the medical officer, who gave instructions to take the body to the mortuary.

Mr. Charles Grinslaw, assistant engineer at Quarry Bay shipyard, gave evidence.

The hukong from No. 2 station gave evidence. Dr. Hunter, recalled, said he understood that when the sergeant saw the deceased he was breathing heavily and had a wound on the head. That was enough to indicate that he had received serious injury. An intoxicated man was never unconscious. He could always be made to move his limbs, mean or matter. A medical man, he thought, would have sent him at once to the hospital. If he had been sent to the hospital at once an operation would have been performed immediately, probably, and that operation might have saved his life—it was not certain.

By Jury: The signs would have been apparent to a medical man—not an ordinary person. Deceased was an alcoholic subject; he had probably been recently under the influence of liquor. Witness did not see the body before he saw it in the mortuary.

P.S. Lee, recalled, said the deceased was alive when put in the ambulance. He was kept waiting on the ambulance about two minutes.

The case was adjourned till 2.15 p.m. on Monday, as the jurors said they would like to see the place where deceased was said to have fallen.

SUPREME COURT.

Wednesday, 10th August.

IN SUMMARY JURISDICTION.
BEFORE HIS HONOUR T. SECOMBE SMITH
(PUISNE JUDGE.)

TUNG HUI LOONG V. THE PO HANG BANK
AND CHEONG PO CHEE.

The plaintiffs sued for the sum of \$300 said to have been delivered by them to the defendants and not remitted by the latter. Mr. John Hastings appeared for the plaintiff, and Mr. H. W. Looker, of Messrs. Dracoon, Looker and Deacon, for the second defendant, Cheong Po Chee.

Mr. Hastings said that Cheong Po Chee was sued as a partner in the Po Hang Bank. Mr. Looker denied that his client was a partner, and stated that he appeared under protest.

Mr. Hastings said the main question in the case would be partnership or no partnership.

Mr. Looker contended that that was not the question. The writ served against Cheong Po Chee was bad. He was not served with the writ as a partner, but as an individual, and as a matter of fact he was not a partner. Again, the writ was served upon the Po Hang Bank as lately carrying on business at 137, Queen's Road, Central, and now at 193, Des Voeux Road. Cheong Po Chee had always been at the latter address. If he was sued he must be sued in the firm name.

Mr. Hastings argued that they were entitled to serve Cheong Po Chee as a partner, and all the other partners as well. They named Cheong Po Chee specially because it was he whom they wanted to get at.

His Lordship remarked that it was not made plain on the writ that the plaintiff was suing Cheong Po Chee as a partner.

After further discussion, evidence was led and the case was adjourned till next Friday.

HONGKONG SANITARY BOARD.

At the meeting of this Authority to-day (Thursday), at 4.15 p.m., the "orders of the day" were as follow:—

1. Correspondence re a case of typhoid fever at No. 9, Wong-nai-chang, and report by Dr. Hunter on the bacteriological examination of three samples of water from a well on the premises.

2. Correspondence relative to the advisability of setting apart some baths for the use of the better classes, and charging a small fee therefrom.

3. Further correspondence re the application for permission to erect 6 water closets and 3 urinals at No. 2, Pedder Street.

4. Application for permission to erect a small latrine on the roof of No. 71, Bonham Strand.

5. Application for permission to erect balconies over Crown land adjoining houses in Cloverly Street, under Regulation 11 of Schedule C of the By-laws of the Public Health and Buildings Ordinance, 1903.

6. Application for permission to erect certain movable windows on the second floor verandahs of Nos. 16 and 17, Connaught Road Central.

7. Application for exemption from the requirements of Section 175 of the Public Health and Buildings Ordinance, 1903, in respect of No. 378, Queen's Road Central.

8. Application for modification of the requirements of Section 175 of the Public Health and Buildings Ordinance, 1903, in respect of Nos. 43 to 49, Kramer Street, Tai-kok-tsai.

9. Application for exemption from the requirements of Section 180 of the Public Health and Buildings Ordinance, 1903, in respect of No. 10, Straight Street, Sham-shui-po, Chin 2451.

10. Application for a modification of the requirements of the Public Health and Buildings Ordinance, 1903, in respect of external air at No. 5, Elgin Street.

11. Application for exemption from complying with the verandah and balcony Regulation 11, Schedule C, of the Public Health and Buildings Ordinance, 1903, in respect of 8 houses on Reclamation Marine Lots 63A, Section A, and 56 Sections A and B.

12. Result of the analysis of a sample of well water.

13. Result of the analysis of two samples of well water.

14. Application for the transfer of a pork licence to a beef licence in respect of No. 21, Queen's Road East.

15. Application for pork, fish and vegetable licence in respect of No. 25, Quarry Bay, to be altered to the name of Chu Yuk Shun.

16. Application for a fish licence and a pork licence in respect of No. 71, To Kwa Wan, and No. 97, Kowloon City Road, respectively.

17. Applications for licences and the renewal of same as detailed below:—

First.—No. 37, Jardine's Bazaar.

Pork.—No. 54, Stanton Street; No. 132, Hollywood Road; No. 52, Station Street North, Yau-mat; Nos. 25 and 148, Station Street, Mongkok; No. 122, Shaubikwan West; No. 47, Quarry Bay.

Beef.—No. 3, Wing Fung Street West; No. 53, Quarry Bay; No. 46, Sai Wan Ho.

Pork and Beef.—No. 132, Mongkok, Yau-mat.

18. Applications that the following premises may be registered as Baka-houses:—

No. 13, Lyndhurst Terrace, basement floor.

No. 11 Sham-shui-po, ground floor.

19. Issue and renewal of licences for offensive trades in Hongkong and Kowloon.

20. Reports of the analyses of the public water supplies for the month of July, 1904.

21. Mortality statistics for the week ending 23rd July, 1904.

22. Lime-washing return for the fortnight ending 2nd August, 1904.

23. Rat return for the fortnight ending 8th August, 1904.

POLICE COURT.

Wednesday, 10th August.

BEFORE MR. H. H. J. GOMPERTZ (ACTING
POLICE MAGISTRATE.)

COMMITTED FOR TRIAL.

A Chinaman was charged on remand with cutting and wounding another man at No. 33, Hollywood Road. It appears that the two men went into the house for a shave; each desired to be attended to first, a quarrel ensued, and the complainant had his hand cut by a razor.

After complainant had given evidence Dr. Laing, stated that the wound was very serious. It necessitated amputation of two fingers. The complainant would be well in about ten days, but his left hand would be partially disabled for life.

The man was committed to take his trial at the next Criminal Sessions.

STEAM-LAUNCH PASSENGERS.

The master of the launch *Kong Sou* was charged on remand with having 75 passengers in excess of the number allowed by his licence. Mr. E. J. Grist, solicitor, of Messrs. Wilkinson and Grist, appeared for the defence.

The defence was that the police had made a mistake and were charging the wrong launch. The case was further remanded.

BEFORE MR. J. H. KEMP (SECOND POLICE
MAGISTRATE.)

FANTAN.

Nine Chinamen were charged with playing fantan at Kewick Street. Two of them were fined \$50, and the rest, excepting one man who was discharged, were fined \$3.

A YOUNG OFFENDER.

A little Chinese boy, about 12 years, from Pak Sa Ling Village, Kowloon, was charged with larceny of a box containing seven gold rings and other valuables, the things altogether being worth \$100.

Defendant admitted the charge. He was sentenced to receive 14 days' imprisonment.

A man was charged with this case, as stolen property, two rings, valued at \$3.50, from a low cents. This case was remanded.

The case of *Parsee barrister*, whose rendition is required by the Indian Government, on a charge of forgery, came up on remand, and was adjourned again.

RUSSIA AND PERSIA.

One of the *Européen's* subscribers, living in Persia, wrote to the French paper as follows:—

"The Russian censorship, infringing all the conventions of the International Postal Union, takes upon itself to seize or blacken out the newspapers or printed matter destined for Persia. The *Européen* reaches me only at rare intervals, the numbers in which the ignominies of Russian censorship are unveiled being ruthlessly seized by the Russian officials. The same thing happens with other journals, and I have seen whole columns of the *Illustration*, the *Echo de Paris*, and even the *Petit Journal* thus blackened out."

It would, perhaps, be interesting to put the following question to the authorities concerned:—Has a nation belonging to the Postal Union the right of censorship over papers or printed matter in transit, but destined for another nation likewise belonging to the Postal Union?

The Russians, it is true, regard themselves as to some extent masters in Persia, and especially in the Caspian region. But since their Manchuism reverses the respect, or rather fear, inspired by the Russians diminishes day by day, a fact which is a great cause of anxiety to the Persians' representatives in Persia.

On June 9 last the Russian Minister at Teheran asked the Shah to forbid the reproduction in Persian newspapers of articles on the Russo-Japanese war from the French, English, or German Press. After some days' reflection, the Persian newspapers, having meanwhile been confiscated, the Shah refused to give this satisfaction to Russia, to the great joy of enlightened Persians, who one and all deplore the subservience of their Government to Russian diplomacy."

A HINT FOR CONSCRIPTIONISTS.

The military correspondent of *The Times* draws a suggestive lesson from the Japanese invasion of Corea. He shows, inferentially, that the problem of the invasion of England must always be insoluble while we hold the command of the seas, and that the chances of the fleet being decimated away for a sufficient time to enable a European enemy to make a successful descent upon our shores are so remote as scarcely to be worth considering. Events have shown that Japan was about as perfectly organised for the present war as any nation which ever drew the sword, and we may be certain that there was no avoidable overplus of expenditure in money or material during the development of her attack. Yet, predominant at sea as she then had good cause to think herself, she required 75 steamers of 130,000 tons to take one division with horses, guns, and stores across to Corea, where she could land them in safety, her enemy being still far distant. How many transports, therefore, would be required to bring over to our shores, where fighting would be immediate and continuous, a force sufficient to subdue this country? If we allow 100,000 men for the task, which is ridiculously inadequate, the experience of the Japanese shows that at least half a million tons of shipping would be required. Where is that gigantic mass to be collected, and how are the ships to be assembled without the British Navy knowing where they are gathering?

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO-GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN or SIEMSEN & CO.

55a

REVIEWS.

Technical Terms, English and Chinese. Shanghai: Presbyterian Mission Press.

These terms have been prepared by the Committee of the Educational Association of China (the Revs. C. W. Mater, A. P. Parker, and W. M. Harris). The Editor briefly alluding in the preface to the question as to whether, in general, technical terms should be translated or transferred, holds the view that in case of a brief and expressive term can be found, it is the best, and generally preferred by Chinese scholars; but rather than use a long or an awkward term, or one that does not strike the essential idea in the case, it is better to transfer the sound of the term used in the west, as this method is popular with commercial men. The list contains a considerable number of terms of this kind, though they are but few in the aggregate. The labour involved in the preparation of this list must have been very great indeed, but the result is a volume which will prove extremely useful alike to Chinese and European students and especially to teachers of western science and other studies to Chinese pupils.

A Guide to the City of and Suburbs of Canton. By Dr. KERR. Publishers: Kelly and Walsh.

This useful little guide has been re-written and brought up to date. No visitor who wishes to see Canton can afford to be without this little handbook of information. So far as concerns the City, the Guide enumerates the principal streets and mentions what they are chiefly noted for. In this street one sees in the shops the finest specimens of jade-stone jewellery and ornaments; in that the visitors will see the ivory carvers at work; in the other the bronze workers; the gold-beaters, the silk and damask weavers and so forth. With Captain Lloyd's "Book for the Globetrotter" and Dr. Kerr's Guide to Canton the tripper may make the visit to Canton one of great and enduring interest. It requires about a week to "do" the city and suburbs thoroughly; and Dr. Kerr gives at the end of his book lists of the chief places to be seen. There is an outline of a tour which will enable the visitor to skim the City in a day; and other tours are mapped out suitable for a stay of two or three days or a week.

The Orangery. By MABEL DEANER. London: George Bell & Sons.

A very pretty tale this, of a winsome maid and gallant wooers in the year of grace 1796. The authoress has with this one tale shown cause why that sometimes trying person, the lady novelist, should not be ever sneered at. To quote from the *Pollie Repository*, she has not "sadly mistaken an itch to write romance for the ability." Bold enough to retrace familiar and oft-travelled ground, the writer of this "comedy of tears" has made Ranelagh fresh, the country squire as convincing as Fielding's; the accomplished and noble sufferer real; the lover well, he was, perhaps, what North Country girls call "blue," backward—and the Beloved eternally and convincingly feminine. It is one of those stories that are spoiled by telling the discomfiture to the reader, who will experience not a few thrills of sympathy and anxiety with and for the charming Deborah Carey.

ENGLISHMEN NOT CLANNISH.

The mere fact that Shanghai has held Englishmen in considerable numbers for more than half a century, and has managed to get on without such a society (St. George's) is eloquent of one of the fundamental differences between the Englishmen and some others who are yoked with him in the vast British Empire. To put it in a nutshell, the Englishman lacks clannishness. He is well enough disposed towards his fellow Englishman, but he does not feel that it is either necessary for his salvation or obligatory on his conscience to combine with him in an association in which, to the accompaniment of many pots of beer, he vows fidelity to his patron saint and loyalty to his king. We have often wondered why there should be this difference between men of the same race who are only slightly differentiated by blood and surroundings. Why should the Scots, for example, cleave to one another with the tenacity of steel and the bond between Englishmen be one of tow? Less there be two Scotchmen within hail of one another on the 30th of November and there will be a celebration to the glory of St. Andrew together with the filling of Scottish interiors with good haggis (if procurable) and good whisky (for certain). But Englishmen may live together in peace for ages and at the end of the world know as little about St. George as St. George knows about them. And so far as we know it matters very little that it should be so in England. For there it is taken for granted, on the strength of a thousand years' experience, that every man is a true man and a good Englishman, ready when the time of trial comes to prove it as his forefathers have proved it times without number. But in such places as Shanghai things are altogether different. We are distinctly opposed to anything which might be termed particularism in the Settlement, being convinced that if Shanghai is to arrive at the height of her destiny it will be only by union not of disunion. But there are things which

rightly fall to the care of sections. It is right that Scots should come to the aid of such of their nationals as need help, and so of other nationals. It is right that hospitality offered *en bloc* as the hospitable Scot has offered it for the past forty years should be returned in like manner by those able to do so. And surely the English are strong enough in numbers and bank balances to give outlet for cutlet and a glass of home-brewed in return for mountain dew?—*Shanghai Mercury*.

SHIPPING NOTES.

STEAMER MOVEMENTS.

The P.M. steamer *Korea*, with mails, &c. left Manila for this port on the 6th August, at 7 p.m., and is due here at 1 p.m. to-day.

The Indo-China steamer *Namang*, from Calcutta and the Straits, left Singapore for this port on Monday, the 8th August, at 5 p.m.

The C.P.E. steamer *Empress of India* arrived at Kobe at 8.30 p.m. on Tuesday, the 9th Aug., and left again at midnight same day for Shanghai, where she is due to arrive at midnight on Friday, the 12th August.

MISCELLANEOUS.

The *Laise*, from Barry, has 4,663 tons of coal aboard.

The *Alford* arrived from Rangoon yesterday with 6,040 tons of rice.

TESTING SEAMEN'S EYES.

The court of inquiry held at Melbourne to investigate the circumstances under which the P. and O. liner *Australian* ran upon rocks while entering the Heads at Port Nepean, Melbourne, on June 19, says Lloyd's Melbourne agent, excused the captain and officers of the vessel, and considered the pilot in charge solely to blame for the disaster. It will be remembered that it was stated at the time that the pilot was suffering from heart trouble, and that his eyesight was only one-sixth as strong as the normal. As a result of these circumstances, the Royal Mail Steam Packet Company and other important lines whose vessels trade to and from Southampton have issued instruction that all deck hands must undergo an eyesight test. Hitherto only officers sitting for examination for senior certificates had to undergo this test.



TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$10.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

DR. NEWELL WILSON. FR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkins' Building)

Hongkong 18th, February, 1904.

THE AMERICAN SYSTEM

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press. Codes: A.B.C., 8th Ed. Letter's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

BOARD AND RESIDENCE OR ROOM FURNISHED OR UNFURNISHED, without Board, for 2 Gentlemen.

Apply—**W. L. D.**

Hongkong, 11th August, 1904. [1955]

WANTED.

ROOM with BOARD, Private English Family Preferred.

Apply, stating terms, to—**R. S. 79.**

Care of Daily Press Office.

Hongkong, 11th August, 1904. [1956]

WANTED.

BY Import Firm, experienced, energetic **COMPRADORE**. Security might be arranged with present security man. Only those who know the business may apply to—**M. W.**

Care of Daily Press Office.

Hongkong, 10th August, 1904. [1948]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on **SATURDAY**, the 13th August, 1904, at 11 a.m., at their **SALES ROOMS**, 100, HONG STREET, A Quantity of **MISCELLANEOUS ARTICLES**; Also **GOLD AND DIAMOND JEWELLERY**.

Terms—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 11th August, 1904. [1957]

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE LONDON AND ANTWERP.

THE Company's Steamship

"**MERIONETHSHIRE**,"

Captain G. C. Cundy, will be despatched for the above ports on or about **SATURDAY**, the 27th inst.

This steamer has superior accommodation for Saloon passengers.

For Freight or Passage, apply to **SHEWAN, TOMES & CO.,** Agents.

Hongkong, 11th August, 1904. [1958]

EXCURSION TO MACAO.

THE Splendid Steamer "YING KING," Captain Page, will make an **EXCURSION TRIP TO MACAO** on every **SUNDAY**, leaving the Company's Wharf at the end of Wing Lok Street, at 8.30 a.m., and returning from Macao at 7.30 p.m. In Macao the steamer berths at the Perseverance's Wharf.

FARE—

1st Class, Single Ticket... \$2 with Cabin \$3.00

Return Ticket... \$3 with Cabin \$5.00

1st and Dinner may be had on board at \$1 each meal.

YUK ON & CO., LD.

Hongkong, 3rd August, 1904. [1959]

A. LING & CO., FURNITURE STORE—PLATED, GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW LAQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903.

TONG CHONG WO & CO. No. 38, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure **HAVANA CIGARS AND CIGARETTES**

They are made of best Havana leaves and possess a mild and choice flavour.

Inspection courteously invited.

Hongkong, 26th May, 1904. [1933]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

SIRMSSEN & CO.

Hongkong, 3rd October, 1900.

TAI WOO, PHOTOGRAPHER AND PORTRAIT PAINTER.

DEVELOPING AND PRINTING Undertaken. Views for Sale.

38, Queen's Road Central, 2nd Floor.

Hongkong, 8th August, 1904. [1932]

MINART PERE & FILS, REIMS Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & Co., Sole Agents.

Hongkong, 18th May, 1903. [1264]

COLD STORAGE.

THE Hongkong Ice Company, Ltd., have now 40,000 Cubic feet of Ice Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sundays excepted to receive and deliver perishable goods.

WM. FAIRLANE, Manager.

Hongkong, 18th November, 1901. [175]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. BUTTON'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash.

Hongkong, 22nd December, 1902.

INTIMATIONS

NOTICE.

WE beg respectfully to notify our Customers that we have been appointed **AGENTS for ROPES** from the well-known manufacturers, Messrs. R. HOOD HAGGIE & SON, LD., of Newcastle-on-Tyne.

ARGUILLI, CRUZ & CO.

Hongkong, 30th July, 1904. [1922]

WANTED.

A FOREMAN (Chinese), to look after Building Work Generally; must be able to speak and write English, and accustomed to Outdoor Building Work. Apply to Officer in Charge of Works, H. M. Naval Yard, Hongkong.

Hongkong, 9th August, 1904. [1944]

WANTED.

DOCTOR Wanted immediately for Emigration Steamer. Must be a British subject.

Apply—**T. C. E. D.**

Care of Daily Press Office.

Hongkong, 8th August, 1904. [1927]

ACCOUNTS.

A N EXPERT BOOKKEEPER, having spare time, would be pleased to take charge of a set of Books.

Considerable experience in formulating systems of subsidiary accounting. Able to demonstrate the position of a firm in the most concise manner.

Entangled accounts straightened out. Accounts Supervised. Moderate Remuneration.

Apply to—**"ACCOUNTS."**

Care of Daily Press Office.

Hongkong, 16th July, 1904. [1732]

FOR SALE.

TEAKWOOD STEAM LAUNCH in Good Working Order and condition.

Length 38 feet.

Breadth 7 feet.

Depth 3 feet 6 inches.

Engines, Compound Outboard Condensing. Price \$3,250.

Apply to—**X.**

Care of Daily Press Office.

Hongkong, 31st May, 1904. [1974]

FOR SALE.

BAY AUSTRALIAN MARE, 8 years, 141. **BLACK AUSTRALIAN GELDING**, 9 years, 140.

For further particulars apply to **MAJOR HAMILTON,** Head Quarters.

Hongkong, 10th August, 1904. [1959]

SANITARY BOARD OFFICE.

TO the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS AND VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such building within the Eastern Division of the City of Victoria and the Eastern Division of Kowloon occupied by members of more than one family must be Cleaned and Linewashed THROUGHOUT by the Owner during the month of July and August.

N.B.—The word "throughout" used in this notice means that the Houses should be Linewashed in respect of all the walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the undersides of Roofs both in main buildings, Offices and Servants Quarters and inclusive of Verandahs.

The Backyard should have its containing walls linewashed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be linewashed but must be cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-mai service reservoir to the northern boundary of Kowloon.

THOS. A. HAMMER, Secretary.

Dated this 2nd day of August, 1904.

AUCTIONS

THE Undersigned have received instructions from **J. B. SCOTT, Esq.**, to Sell by Public Auction, on **SATURDAY**, the 13th August, 1904, at 2.30 p.m., within his residence, No. 4, ORMSBY VILLAS, Kowloon, **SUNDRY HOUSEHOLD FURNITURE**, Comprising:—

DOUBLE IRON BEDSTEADS with WILLOW and HAIR MATTRESSES, MARBLE TOP WARDROBES, TEAKWOOD WALDROBE with GLASS, TEAKWOOD EXTENSION DINING TABLE, VIENNA CHAIRS, PICTURES, &c., &c.

ONE COTTAGE PIANO by Collard & Collard, London (in good order and condition); And

A Quantity of PALMS in POTS.

Catalogues will be issued.

Terms—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 10th August, 1904. [1952]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), on **WEDNESDAY**, the 24th August, 1904, at 3 p.m., at their **SALES ROOMS**, No. 8, DES VŒUX ROAD (Corner of Ice House Street), **"HOICONG,"** The British Screw Steamer.

Built in London in 1879. Length over all 175 feet. Breadth 26½ feet. Depth 14 feet. Gross Tonnage 500. H. P. nominal 210. Cylinder 28 in. by 48 in. Stroke 22 in. Revolution of Engines per minute 30. Working Pressure 60 lbs. 3 Donkey Engines and One Winch. She has a Government Licence to carry 400 Passengers.

Terms—As usual.

For Further Particulars, apply to **HUGHES & HOUGH,** Auctioneers.

Hongkong, 5th August, 1904. [1916]

WANTED.

DOCTOR Wanted immediately for Emigration Steamer. Must be a British subject.

Apply—**T. C. E. D.**

Care of Daily Press Office.

Hongkong, 8th August, 1904. [1927]

ACCOUNTS.

A N EXPERT BOOKKEEPER, having spare time, would be pleased to take charge of a set of Books.

Considerable experience in formulating systems of subsidiary accounting. Able to demonstrate the position of a firm in the most concise manner.

Entangled accounts straightened out. Accounts Supervised. Moderate Remuneration.

Apply to—**"ACCOUNTS."**

Care of Daily Press Office.

Hongkong, 16th July, 1904. [1732]

FOR SALE.

TEAKWOOD STEAM LAUNCH in Good Working Order and condition.

Length 38 feet.

Breadth 7 feet.

Depth 3 feet 6 inches.

Engines, Compound Outboard Condensing. Price \$3,250.

Apply to—**X.**

Care of Daily Press Office.

Hongkong, 31st May, 1904. [1974]

FOR SALE.

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For further particulars apply to **MAJOR HAMILTON,** Head Quarters.

Hongkong, 10th August, 1904. [1959]

SANITARY BOARD OFFICE.

TO the OWNERS OF DOMESTIC BUILDINGS.

TO LET.

N. O. 1, STEWART TERRACE, the Peak.

Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**

Hongkong, 28th March, 1904. [865]

TO LET.

IMMEDIATE Possession, ONE ROOM, Top Floor of Prince's Buildings, suitable for Office.

Apply to—**R. J. DAVID & CO.**

Hongkong, 2nd July, 1904. [1618]

TO LET.

3RD FLOOR, suitable for Office.

Apply to—**WING CHEONG.**

33, Queen's Road Central.

Hongkong, 3rd June, 1904. [74]

TO LET.

LARGE AIRY ROOMS in Offices Building in British Consession, Canton.

For particulars, apply to—**P. O. BOX 22.**

Care of Daily Press Office.

Hongkong, 17th June, 1904. [1507]

TO LET.

IMMEDIATE Possession—for 18 months.

Apply to—**JEBSEN & CO.**

Hongkong, 27th April, 1904. [1107]

TO LET.

5 NEW HOUSES in Bonham Road (on Lot 591).

Apply—**LEUNG TUNG PING.**

Care of Kin Lee & Co., 4, Queen's Road East.

Hongkong, 19th July, 1904. [1756]

TO LET.

N. O. 6, UPPER MOSQUE TERRACE. European residence, commanding fine view of the Harbour; Water and Gas laid on. Possession from 1st August, 1904.

Apply to—**G. J. SEQUEIRA.**

Care of A. R. Marty.

Hongkong, 25th July, 1904. [1868]

TO LET.

THE EYRIE (PEAK). BELLIOS TERRACE, Nos. 10, 13 & 21. No. 3 SEYMOUR TERRACE (Furnished). "BANGOUR" (PEAK) from 1st August. No. 2, COLLEGE GARDENS, from early in November, 1904.

Apply to—**LINSTEAD & DAVIS.**

Hongkong, 5th August, 1904. [1429]

TO LET.

N. O. 11, MOSQUE JUNCTION. Full View of Harbour.

No. 52, HOLLYWOOD ROAD.

And others to suit various requirements.

S. A. SETH. Land and Estate Broker.

The Dairy Farm Co., Ltd.

Hongkong, 19th July, 1904. [73]

TO LET.

THREE FIRST-CLASS SHOPS. European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—**HUMPHREYS' ESTATE & FINANCE CO., LD.**

Hongkong, 21st June, 1904. [1611]

TO LET.

N. O. 1, RIFON TERRACE (in FLATS). No. 4, RIFON TERRACE. No. 19, WONG-NEI-CHONG ROAD. FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS; PRATA EAST. No. 1, CLIFTON GARDENS, Conduit Road.

OFFICES in Nos. 10 & 16, DES VŒUX ROAD, Central.

Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**

Hongkong, 19th June, 1904. [175]

TO LET.

A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Office. For particulars apply to the undersigned.

C. H. GRAVE, Secretary.

Hongkong, 4th June, 1904. [1417]

TO LET.

N. O. 8, ICE HOUSE STREET, just vacated by the proprietors of "Waverley Hotel." The premises are now being thoroughly repaired, painted, and colourwashed, and are admirably suited for First-Class Hotel. There are 17 large and well ventilated Rooms, several of which could be sub-divided.

For further particulars, apply to—**LINSTEAD & DAVIS.**

Hongkong, 28th July, 1904. [1841]

TO LET.

N. O. 15, 17 & 19, SEYMOUR ROAD. Nos. 6 & 8, CASTLE ROAD. Nos. 74, CAINE ROAD.

Apply to—**COMPRADORE DEPARTMENT,** Nippon Yusen Kaisha.

Hongkong, 18th July, 1904. [430]

TO LET.

1ST and 2ND FLOORS, No. 3, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—**THE YEE WO.**

No. 34, Queen's Road Central.

Hongkong, 23rd May, 1904. [1311]

TO LET.

THE NIPPON YUSEN KAISHA are prepared during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, as well as OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TUNBOAT CO'S, OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [1299]

TO LET.

THE NIPPON YUSEN KAISHA are prepared during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, as well as OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TUNBOAT CO'S, OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.

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Hongkong, 20th May, 1904. [1299]

TO LET.

THE NIPPON YUSEN KAISHA are prepared during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, as well as OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TUNBOAT CO'S, OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [1299]

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A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [1299]

TO LET.

G. ODOWN No. 6, NEW PRAYA, Kennedy Town.

Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**

Hongkong, 25th July, 1904. [1846]

TO LET.

HOUSE No. 15, PRAYA GRANDE. Well Ventilated, Large and Airy Rooms and Nice Verandah.

For particulars, apply to—**OMER CASSAM MOOSA,** 49, Rua Central, Macao.

Macao, 5th August, 1904. [1913]

TO LET.

N. O. 6, CAMERON VILLAS, The Peak, to 30th September.

Apply to—**X. Y. Z.**

Care of Daily Press Office.

Hongkong, 10th August, 1904. [1949]

TO LET.

N. O. 8, UPPER WEST TERRACE. Immediate possession.

Apply to—**L. K. F.**

National Bank of China Ltd.

Hongkong, 3rd August, 1904. [1901]

TO LET.

A LARGE OFFICE on Ground Floor, of 1st August, 1904.

Apply to—**THE SECRETARY,** The Bowling Club Ltd.

Hongkong, 14th July, 1904. [1710]

TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—**WING CHEONG.**

33, Queen's Road Central.

Hongkong, 3rd November, 1903. [74]

TO LET.

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.

Apply to—**JARDINE, MATHESON & CO.**

Hongkong, 8th August, 1904. [1717]

TO LET.

BOARD AND RESIDENCE "GLENWOOD," 27, CAINE ROAD.

Hongkong, 19th March, 1904. [78]

TO LET.

"TANG YUEN." BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply—**MANAGERESS,** Macdonnell Road.

or **FAIRALL & CO.,** Queen's Road.

Hongkong, 2nd March, 1903. [71]

INTIMATIONS

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER

WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

"APOLLO
MASTER
PLAYERS"

IN LOWERING THEIR PRICES.

AND WE NOW OFFER THEM

FROM \$365 TO \$850.

NEW

CONSIGNMENT

JUST ARRIVED

PER S.S. "EMPEROR OF CHINA"

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH

OR CREDIT TERMS.

These Players have been tested in Hongkong

or 5 years (at the Peak included) without a

Single Failure, which can be said of no other

Player.

THE

ROBINSON PIANO CO. LD.

Hongkong, 3rd, August, 1904. [1409]

THE

JOB PRINTING

DEPARTMENT

OF THE

"HONGKONG DAILY PRESS"

IS REPLETE WITH ALL THE LATEST

AND MOST UP-TO-DATE APPLI-

ANCES FOR THE PRODUCTION OF

FIRST-CLASS WORK.

ALL DESCRIPTIONS OF

ILLUSTRATED

CATALOGUES,

CIRCULARS,

VISITING CARDS,

AND

COMMERCIAL

PRINTING

TURNED OUT ACCURATELY, AND

WITH THE GREATEST DESPATCH,

UNDER THE DIRECT SUPERVISION

OF EXPERIENCED EUROPEANS.

BOOK BINDING.

MACHINE RULING,

GOLD LETTERING,

AND

MARBLING, ETC.,

ALL EXECUTED ON THE PREMISES

AT THE SHORTEST NOTICE.

LAW WORK,

LEDGERS AND ACCOUNT

BOOKS

AT PRICES WHICH COMPARE

FAVOURABLY WITH ANY OTHER

PRINTING ESTABLISHMENT IN THE

FAR EAST. ESTIMATES FURNISHED

Hongkong, 1904.

DAVID GORSAH & SONS

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE GROWN

TARPAULING

ARNHOLD, KARRER & CO.

PUBLIC COMPANIES

THE PUNJON MINING COMPANY,
LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the COMPANY, No. 13, Bank Buildings, Queen's Road Central, on MONDAY, 15th AUGUST, 1904, at 4 P.M., when the subject of the Resolution, which was passed at an Extraordinary General Meeting of the Company held on Thursday, 28th July, 1904, will be submitted for confirmation as a Special Resolution.

"That the Company be wound up voluntarily, and that WILLIAM KERFOOT HUGHES and ARTHUR RYLANDS LOWE, Victoria, in the Colony of Hongkong, be, and they are hereby appointed, Liquidators for the purpose of such winding up."

By Order,
A. R. LOWE,
Acting Secretary,
Hongkong, 8th August, 1904. [1833]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in the Company will be held at the OFFICE of the COMPANY, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 16th AUGUST, at 12 o'clock Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th AUGUST, both days inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 28th July, 1904. [1820]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of AUGUST, next, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts for 30th June, 1904.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 30th July, 1904. [1859]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 6th to the 20th day of AUGUST, next (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 30th July, 1904. [1858]

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

A MEETING of SHAREHOLDERS will be held in the OFFICES of the COMPANY, Queen's Buildings, Connaught Road, on MONDAY, the 22nd AUGUST, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and a Statement of Accounts for the 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd AUGUST, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 30th July, 1904. [1860]

CHINA SUGAR REFINING CO. LD.

NOTICE.

IN Accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this day declared an Interim Dividend of 5% for the half year ending 31st June, 1904, on the Paid-up Capital.

Dividend Warrants, payable on MONDAY, the 22nd AUGUST, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to the 22nd inst., both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.

Hongkong, 9th August, 1904. [1951]

A. S. WATSON & CO. LIMITED.

Issue of 30,000 New Shares of \$10 Each.

PURSUANT to Resolution of the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by these entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandria Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 22nd June, 1904. [1946]

NAVAL ITEMS.

MOTOR TORPEDO-BOATS.

The Admiralty have decided to introduce a class of motor torpedo-boats. It is believed that preliminary experiments will be made with a boat 130ft. long. Her motors will be below the water-line, and she will be armed with a deck torpedo tube, which can be pointed in any direction. It is claimed for the motor torpedo-boat that the absence of smoke and funnels will make it invaluable in night attacks. If the experiments prove successful it is anticipated that the torpedo picket-boats carried by battleships will also be engined with motors. No definite information is as yet forthcoming as to the type of motor to be adopted by the Admiralty, but in naval engineering circles the gasoline pattern used in submarines is regarded as most efficient. It is very doubtful whether the motor of speed in big destroyers, and it is regarded as eminently suitable for smaller craft. The highest speed yet attained by a motor-driven boat is the fifteen knots surface speed of the latest American submarine of the improved Holland type. The great objection to motors for warships is the highly inflammable nature of the fuel. A shell in a tank of gasoline or petrol would mean annihilation.

GUNNELY RECORD.

H.M.S. *Venerable* has created a world's record in the prize firing at Malta, one of her 12in. barbette guns having fired nine rounds in three minutes, and scored nine hits. The following was the actual record of the foremost barbette, the time occupied in each case being three minutes:

Round.	Hits.	Capt. of Gun.
1st	9	P.O. P. Bouter
2nd	9	P.O. A. Stewart
3rd	9	P.O. J. Pett

THE "CENTURION'S" SIGHTS.

Mr. Arnold White writes as follows to the *Naval and Military Record*:—

On a former occasion you published a valuable and interesting series of questions in the House of Commons on gunnery in the navy. I have now the honour to forward to you a similar series on gun-sights. A perusal of them will show how, in the case of the *Centurion* and the *Prince of Wales*, the minister responsible to the House of Commons for the navy is misled as to facts by the officials of his own department. It is inconceivable in any other walk of life that Capt. Pretymann, who is an English gentleman, a county magistrate, and a soldier of the King, would consent to be the mouth-piece of such replies as those which the Guntery Department of the Admiralty consider good enough for the House of Commons. For instance, on February 9th, Capt. Pretymann said that "all the *Centurion's* guns have correct sights," that "the original sights are still fitted to the guns, and are quite accurate." I have received within the last few days the following letter:

H.M.S. *Centurion*, China.

We have just done our prize firing, and with our four 10-inch guns succeeded in hitting the target (60 square feet in area) 3 times, or 3 per cent. This will probably be the worst record in his Majesty's fleet, and it is not to be wondered at.

On Friday, 15th, Capt. Pretymann informed Mr. Harcourt that when a 15-inch gun of the *Venerable* fired a projectile between the funnels of the *Centurion* it was certainly not due to the defective sights. How can Capt. Pretymann, who is a soldier, and who states that no report has been received, know that was not due to defective sights? All naval officers know it, and if the navy were represented in the House of Commons Parliament would know it. The *Hamillies*, lately flagship of the sea command in the Mediterranean, has recently sunk the guns of the *Centurion* on a target of 60 square feet in area. Mr. Pretymann's answer on February 15th is silent on this point. The efficiency of the Japanese and German fleets, and the absence of naval representation in the House of Commons, are the justification for drawing your attention to the question of gun-sights. A supplementary estimate in autumn is essential if the fleet is to be placed in satisfactory condition. War-office reform, a reform of the auxiliary services hung up pending further inquiry. We can afford to hang up the reform of the Gun Department of the Admiralty.

A JAPANESE ADMIRAL OF WEI-HAI-WEI.

The special correspondent of the *Times* from Wei-hai-wei as follows:—At the present time the feelings may be said to be those of those of hunters, which after an exciting hunt and huntmen, has a refuge in some thickets. Wei-hai-wei is thickets. Here at least I may rest secure the terrors of the Russian yard-arm or the Sasho Prize Court. But even this I can't say the security of my present "seat" I can't say the voice of my enemies urging on the pack; and all because "The Times" has original, because it has applied the latest, the most scientific communication to transmission of news from the seat of war because I have demonstrated that a naval war can be reported directly from the seat of war.

I am writing this in the house on the point of Liang-tan where the ill-starred Adm. Togo committed suicide after the disastrous day of May 1904, applied for the registration of the TRADE MARKS, in the Register of British possession. It is one of the gems of Far East. I have just returned from my walking across the island to the Wireless Station on the extreme north point of Liang-tan, and am again depressed as I am daily with the sight of the crumbling decay of half-built fortifications. I will relate for you the opinion of a distinguished Japanese Admiral who has seen the dependence on this subject in the *Times*.

He does not feel at liberty to state his name in print, he might not care to have his name associated with opinions expressed in private conversation. Let it suffice that the officer in question is mandating one of the Japanese squadrons engaged on active service. In answer to my query as to whether we should fortify Wei-hai-wei, he answered simply:—

"There is no other course. It is obvious that cannot understand why you have not already done so. As a rule I am opposed to open roadsteads, but Wei-hai-wei is one of the exceptions which I make. I cannot agree with the argument that your fleet based at Hongkong protects Wei-hai-wei nor that, if fortified, Wei-hai-wei at once becomes a source of weakness to your enemy. To reduce Wei-hai-wei, or even blockaded, it is most difficult, a certain portion of his force and strength is opposed to you. If he is bent on taking the place easily, he must attack it with considerable strength; in this case he lays himself open to be shut in the Yellow Sea. If it is undefended, it is still a British possession; it is captured by an agent without any reduction in strength to the fleet opposing your force based on Hongkong, and you suffer the loss of prestige inseparable from the passing of a possession into the hands of the enemy, whether that possession is defended or not. It must always be remembered that Wei-hai-wei is more useful for offensive land operations than Port Arthur, and that it dominates approaches to Peking as Hongkong never can."

I take it that the Admiral practically expresses the opinion of the Japanese Navy, since Japanese naval officers of all ranks spend much of their leisure in studying out the probabilities of naval warfare in their own waters. And it could seem to me that at the present moment as opinions formed by Japanese officers might discount a little of the academic theory which we have evolved during our century of naval peace.

The Japanese naval officer is an interesting study. He is the least conservative product of the Japanese reformation. The reason for this is twofold. In the first place, his greater intercourse with the world at large has rid him of that exclusiveness which is inherent in a race which 50 years ago refused all intercourse with the Western world. The enemy retains much of his exclusiveness, and the officers do not readily bow that inclination to fraternize with the European that is to be found in the navy. So striking is the contrast between these two anchors of the service that one is surprised that they have worked so well together.

They could never have done so if the bedrock of exclusiveness common to both had not been so strong. Also the line of demarcation between several duties of the two services is very clearly defined, and local differences of opinion between those who come into contact upon a line are practically impossible. But the idea that there is absolute sympathy between the Japanese Navy and Army Departments. The friction at times is very serious. The jealousy between the two services almost marked as it is elsewhere. I have been much pressed by the manner in which Japanese officers of my acquaintance received the news of the loss of the *Halesue* and the *Yoshino*, they have almost without exception expressed bitter sentiments. We expected to lose at half our ships in the purchase of success. We have still five battleships left!"

ROWLAND'S KALYDOR FOR THE SKIN

Produces soft, fair, delicate skin, heals all cutaneous eruptions, and insures a lovely complexion to all who use it. 2/6, 4/6, 8/6, and 12/6.

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS AND GENERAL COMMISSION AGENTS.

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No. 12, Pottinger Street, Hongkong.

AGENTS:—

HEE CHEONG, Dealer in Human Hair.

HUN LOONG, Preserved Ginger Factory.

HOW LEUNG YEK, Fire Cracker Factory.

Hongkong, 1st June, 1904. [1867]

HIRANO WATER.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST.

Bottled in Japan by H. E. RETNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903. [1898]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that the COMPANY, LIMITED, of Cecil Chambers, of Liang-tan, where the ill-starred Adm. Togo committed suicide after the disastrous day of May 1904, applied for the registration of the TRADE MARKS, in the Register of British possession. It is one of the gems of Far East. I have just returned from my walking across the island to the Wireless Station on the extreme north point of Liang-tan, and am again depressed as I am daily with the sight of the crumbling decay of half-built fortifications. I will relate for you the opinion of a distinguished Japanese Admiral who has seen the dependence on this subject in the *Times*.

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THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.
ALEXANDRIA & CAIRO, EGYPT.
FINEST EGYPTIAN CIGARETTES.



LOTUS,
Large Size \$5.00 per 100
Gold Tippee Medium Size
\$3.75 per 100
ZAFAR,
Large Size \$1.00 per 100
Medium Size \$4.20

KARIM,
Large Size \$3.75 per 100
Medium Size \$3.50
THABIT,
Large Size \$3.00 per 100
Medium Size \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

1615 **KRUSE & CO., CONNAUGHT HOUSE.**

JAPAN

COALS.

MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, 108, HOUSE STREET

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakanabe, Karatsu, Nagasaki, Kuchino, Sasabe, Maiduru, Miike, Hakodate, Taipei, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokkaido, Honshu, Kanagawa, Fukuoka, Yamaguchi, Oita, Kumamoto, Saga, Nagasaki, and other Coals.

S. MINAMI, Manager, Hongkong.

MITSU BISHI GOSHI-KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKYO.

which applies to all Branch Offices and Hongkong and Shanghai Agencies.

A1, ABC 5th Edition, Western Union Codes used.

SHIPPING.

ARRIVALS.
MAUSANG, British str., 1,644 S. J. Payne, 10th August.—Sandakan 4th August. Timber.
Jardine, Matheson & Co.
MUSPOO, Chinese str., 1,321 J. Whitelaw, 10th August.—Shanghai 6th August. General.
—Chiocho.
PRONTO, Norwegian str., 392 E. Wanes, 10th Aug.—Newchwang 1st Aug. and Chiocho 3rd. General.—East Asiatic Trading Co.
STONE NORDBY, Danish cable str., 10th Aug.—from a cruise.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
10th August.
Gloucester, British str., for Shanghai.
Luis, German str., for Sooloo.
Rein, Norwegian str., for Bangkok.
Taming, British str., for Manila.
Triton, German str., for Swatow.
Yudo, British str., for Calcutta.

DEPARTURES.
10th August.
Boing, Norwegian str., for Bangkok.
MACHAON, British str., for Vancouver.
OCEANIAN, French str., for Europe.
TAKTAR, British str., for Vancouver.
TIRMAN, Dutch str., for Shanghai.
Washing, British str., for Canton.

VESSELS IN DOCK.
10th August.
ABERDEEN DOCK.—U. S. S. Pathfinder, Shanghai, H.M.S. Lochmichael, Glasgow, Emma Layton, Lochmichael, H.M.S. Robin, Wanchow, Teh Hing.
COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

COMPAGNIE DES MESSEAGERIES MARITIMES.
PAQUEBOTS—PORT FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"MANCHE," will be despatched for the above ports on or about WEDNESDAY, the 10th inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
Hongkong, 4th August, 1904.

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship

"HAIMUN," Captain Crowe, will be despatched for the above ports TO-DAY, the 11th inst., at Noon.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO., General Managers.
Hongkong, 10th August, 1904.

"REN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"BENLARI," Captain Wallace, will be despatched as above TO-DAY, the 11th inst.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 6th August, 1904.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabbatino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI," Captain Belito, will be despatched as above TO-DAY, the 11th inst., at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.
Hongkong, 10th August, 1904.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR," Captain A. Stewart, will be despatched for the above ports on SATURDAY, the 13th inst., at 3 p.m.
For Freight or Passage, apply to
DAVID PASSOON & CO., LD., Agents.
Hongkong, 8th August, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"EPSOM," Captain J. White, will be despatched for the above port on SATURDAY, the 3rd Sept. mber.
For Freight, apply to
SHEWAN, TOMES & CO., General Agents.
Hongkong, 5th August, 1904.

NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS WILL BE RESPONSIBLE FOR ANY DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

Ecclene, British 4-m. barque, J. McBrayde—Standard Oil Co.

Inkum, British str., Pearce—Arnold, Karberg & Co.

LYNDHURST, British 4-m. barque, Parnell—Standard Oil Co.

KENTMERE, British Ship, T. E. Burch—Standard Oil Co.

E. B. SUTTON, American barque, Johnson—Order.

Evie J. RAY, American barque, Kastina—Sander, Wierler & Co.

Sokoro, British 4-m. barque, Wm. Bourke—Standard & Co.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	CO. OR DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	SIMLA	Brit. str.	F. R. Summers	P. & O. S. N. Co.	13th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	BOREO	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	16th inst.
LONDON, AMSTERDAM & ANTWERP	POLEUS	Brit. str.	Wallace	BUTTERFIELD & SWIRE	About 17th inst.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	Wallace	BUTTERFIELD & SWIRE	30th inst.
LONDON, AMSTERDAM & ANTWERP	TIDEUS	Brit. str.	Wallace	BUTTERFIELD & SWIRE	30th inst.
LONDON, AMSTERDAM & ANTWERP	BENLARI	Brit. str.	Wallace	BUTTERFIELD & SWIRE	30th inst.
MARSEILLES, &c. VIA PORTS OF CALL.	TOURNAI	Dan. str.	Kock	MESSEAGERIES MARITIMES	17th inst., at 1 p.m.
MARSEILLES, &c. VIA PORTS OF CALL.	P. VALDEMAR	Ger. str.	Habel	MESSEAGERIES MARITIMES	Quick despatch.
MARSEILLES, &c. VIA PORTS OF CALL.	PREUSSEN	Ger. str.	Habel	MESSEAGERIES MARITIMES	17th inst., 9 a.m.
HAMBURG, &c. VIA PORTS OF CALL.	NUBIA	Ger. str.	Rein	HAMBURG-AMERIKA LINIE	To-day.
HAMBURG, &c. VIA PORTS OF CALL.	BADENIA	Ger. str.	Mittelschiff	HAMBURG-AMERIKA LINIE	15th inst.
HAMBURG, &c. VIA PORTS OF CALL.	SPESIA	Ger. str.	Rein	HAMBURG-AMERIKA LINIE	27th inst.
HAMBURG, &c. VIA PORTS OF CALL.	ANDALUSIA	Ger. str.	Rein	HAMBURG-AMERIKA LINIE	10th Sept.
HAMBURG, &c. VIA PORTS OF CALL.	SCANDIA	Ger. str.	Rein	HAMBURG-AMERIKA LINIE	20th Sept.
HAMBURG, &c. VIA PORTS OF CALL.	SVENIA	Ger. str.	Rein	HAMBURG-AMERIKA LINIE	4th Oct.
HAMBURG, &c. VIA PORTS OF CALL.	MONTESHER	Brit. str.	G. C. Cundy	SHEWAN, TOMES & CO.	About 17th inst.
HAMBURG, &c. VIA PORTS OF CALL.	NIPPON	Brit. str.	Mistrorigo	SANDER, WIERLER & CO.	31st inst., P.M.
HAMBURG, &c. VIA PORTS OF CALL.	SARDEON	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	IDOMENEUS	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	DEDOIN	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	EPSON	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	HUBSON	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	E. OF INDIA	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	ATHENIAN	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	STANWIT	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	TELEACHUS	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	ARABIA	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	TEINAN	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	EMPIRE	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	PERIN	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	CHANGCHOW	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	HANGSANG	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	MANCHE	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	COROMANDEL	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	SHANGHAI	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	WUHU	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	FORMOSA	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	SHANGHAI	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	NINGPO & SHANGHAI	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	POOCHOW, VIA SWATOW & AMOY	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	TAMSUI, VIA SWATOW & AMOY	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	TAMSI, VIA SWATOW & AMOY	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	ANPING, VIA SWATOW & AMOY	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	SWATOW, AMOY & POOCHOW	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	SWATOW, AMOY & SHANGHAI	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	SWATOW, CHEFOO & TIENTSIN	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	SWATOW, CHEFOO & TIENTSIN	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	MANILA DIRECT	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	MANILA	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	MANILA	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	MANILA	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	MANILA DIRECT	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	CEBU & LOILO	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	KUDAT & SANDAKAN	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	SINGAPORE, PENANG & CALCUTTA	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.
HAMBURG, &c. VIA PORTS OF CALL.	BOMBAY VIA SINGAPORE & PENANG	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	30th inst.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL

WITH LIBERTY TO CALL AT PHILIPPINE PORTS.

PROPOSED SAILINGS FROM HONGKONG.

"BEDOUIN" ... 12th Aug.

"LOWTHER CASTLE" ... 15th Aug.

"ATHOLL" ... 15th Sept.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 9th August, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EMPIRE," Captain Helms, will be despatched for the above port on WEDNESDAY, the 17th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th August, 1904.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every 15 days.

For Freight and further particulars, apply to DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1904.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING," Captain E. J. Page, of 1,063 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity, hot and cold water service.

The cuisine is excellent.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 p.m. and returning from Canton every following evening at 5 p.m.

1st Class ... \$3.00 for Single journey

2nd " ... 1.50

Meals ... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S. S. CO., LD.

No. 216, Wing Lok Street.

Hong Kong, 15th February, 1904.

STEAM TO CANTON.

REDUCED FARES.

THE Commodious Steel Twin Screw Steamer "TAI ON,"

Captain J. Lawrence, leaves the Tung Yik wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.30 p.m., returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 p.m.

FARES—

Saloon ... \$3.00

Chinese Saloon ... \$1.00

2nd Class ... 0.50

Stowage ... 0.20

This well-known steamer has been fitted throughout with Electric Light. Unvaried accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.

YUK ON S. S. CO., LD.

309, Des Voeux Road Central.

Hongkong, 9th July, 1904.

HONGKONG-MANILA.

Highest Class, newest, best and most luxurious Steamers between Hongkong and Manila, moon amidships, Electric Light, Perfect Cuisine. SURGEON ON BOARD. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP

TONS

CAPTAIN

FOR

SAILING DATE.

ZAFIRO ... 2540 R. Rodger ... Manila direct.

RUBI ... 2540 R. W. Almond ... Manila direct.

PERLA ... 1980 A. H. Nolle ... Manila direct.

For Freight or Passage apply to E. A. HEWETT, Superintendent.

Hongkong, 8th August, 1904.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR

TO SAIL

REMARKS.

SHANGHAI ... COROMANDEL ... About 11th August ... Freight and Passage.

KOBE ... PERIN ... About 12th August ... Freight only.

LONDON, &c. ... SIMLA ... Noon, 13th August ... See Special Advertisement.

LONDON and ANTWERP, via Boreo ... About 19th August ... Freight and Passage.

SINGAPORE, PENANG, COLOMBO, and PORT SAID ... B.H.W. ... About 23rd August ... Freight and Passage.

SHANGHAI and KOBE, via Formosa ... About 23rd August ... Freight and Passage.

(Passing through the Inland Sea) ... B.H.W. ... About 23rd August ... Freight and Passage.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 10th August, 1904.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. TOWBOAT CO. CONNECTING ACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA AND TACOMA

MOJI, KOF, YOKOHAMA.

Steamer.

Tons.

Captain.

Sailing Date.

SHAWMUT ... 9,600 Smith ... Wednesday, August 31st

TREMONT ... 9,600 Gerliek ... Saturday, October 1st

For further information, apply to DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 11th August, 1904.

FOHILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT ... W. M. Smith ... About 17th August.

S.S. TREMONT ... W. W. Gerliek ... About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" have just been fitted with very Superior Accommodation for First-class Passengers. The large size of these vessels ensures steadiness at sea. Electric Light, Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 11th August, 1904.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 19th August.
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL	"ANTENOR"	On 2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"MOYUNE"	On 16th August.
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PELEUS"	On 30th August.
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 13th September.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 22nd September.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 30th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS	"TELEMACHUS"	On 7th September.

For Freight, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th August, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 11th August.
NINGPO and SHANGHAI	"WILAMPOA"	On 11th August.
SHANGHAI	"SHAOHSING"	On 12th August.
SHANGHAI	"WUHU"	On 13th August.
CHINKIANG	"CHANGCHOW"	On 13th August.
MANILA	"KAIFONG"	On 18th August.
SWATOW, CHEFOO and TIENTSIN	"KANSU"	On 25th August.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 11th August, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

† FOR SWATOW & SHAI S.S. "CHOYSANG" On THURS. 11th Aug. at 4 P.M.

† FOR MANILA S.S. "LOONGSANG" On FRIDAY. 13th Aug. at 4 P.M.

† FOR SHANGHAI S.S. "HANGSANG" On FRIDAY. 13th Aug. at 4 P.M.

† FOR SWATOW, CHEFOO & TIENTSIN S.S. "WOSANG" On TUESDAY, 16th Aug. at 2 P.M.

† FOR KUDAT & SAN S.S. "MAUSANG" On WEDNESDAY, 24th Aug. at 2 P.M.

† These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 8th August, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDERRANIAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BARATIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "SIMLA" Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 13th AUGUST, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "China," 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Sails and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Ballauret," due in London on the 26th September.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to—

B. A. HAWETT, Superintendent.

Hongkong, 1st August, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI" Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 A.M.

Fares—(week days) 1st Class (including cabin and servants), \$3. Return Ticket \$5. On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3 hours to reach Macao.

MING ON & CO.

2nd Floor, 16, Victoria Street. Hongkong 8th September, 1903.

VESSELS ON THE BERTH

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAYRE, COPENHAGEN AND BALTIC PORTS.

THE Danish Steamer

"PRINS VALDEMAR" Captain Koch, will be ready to load on or about SATURDAY, the 20th August.

For Freight or Passage, apply to—

MELCHERS & CO., Agents.

Hongkong, 28th July, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAYRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd August, 1904, at 1 P.M., the Company's Steamship "TOURANE" Captain Girard, with Mails, Passengers, Space and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian line s.s. "Arman" for London via SUEZ CANAL, and at ADEN with the s.s. "Marseilles" for London via SUEZ CANAL.

Cargo and Space will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 22nd August. Space and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 10th August, 1904.

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship "HUDSON" will be despatched on or about the 20th September.

For Freight or further information, apply to—

STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.

Hongkong, 28th July, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer "SAN CHEUNG" 951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong.

For further Office.

CHEUNG ON STEAMBOAT CO., LD. No. 147, Connaught Road Central.

Hongkong, 15th March, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO. HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodore Steamer "PAUL BEAU" Captain Fraupel, leaves Hongkong for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUN" Captain Merin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European ... \$8.00

Second Class European ... \$3.00

First Class Chinese ... \$1.50

Second Class Chinese80

Deck30

The Company's Wharf is at the end of Queen Street, Praya West.

For further particulars, apply to—

J. LANDOLT, Agent.

The Pharmacy, Queen's Road Central.

Hongkong, 23rd March, 1904.

FOR NERVOUS EXHAUSTION

CHAPOTEAUT'S Phospho Glycerate of Lime

For Nervous Troubles in Adults and Children

SOLD IN Capsules, in Syrup, and in Wine

Increases vital energy and nerve force. Full instructions with each bottle.

CHAPOTEAUT-PARIS, FRANCE

1265-4

MARTIN'S APIOL-STEEL PILLS

A French Remedy for all Irregularities of the Menstrual Cycle. It is the best and most reliable remedy for all cases of irregularity of the menstrual cycle, whether it be due to indigestion, to over-exhaustion, to over-indulgence in food or drink, or to any other cause. It is a purely vegetable preparation, and is entirely free from any harmful or dangerous ingredients. It is sold in capsules, and is easy to take. It is the best and most reliable remedy for all cases of irregularity of the menstrual cycle.

MARTIN, Chemist, SUVAHATTA, SINGAPORE.

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MACDUFF" FROM GLASGOW AND LIVERPOOL AND THE STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by—

DOUGLASS & CO., LIMITED, Agents.

Hongkong, 8th August, 1904.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MACHAON" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 9th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 15th inst.

No Claims will be admitted after the Goods are left the steamer's Godown and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th August, 1904.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"GLAUCUS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 10th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 13th inst.

No Claims will be admitted after the Goods are left the steamer's Godown, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 13th inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th August, 1904.

SHIPPING

STEAMERS.

PHO, British str., 966, J. Kynoch, 8th Aug.—Suiron 26th Aug. Rice—China.

MAELBERG, German str., 1,500, H. Wenzel, 6th August.—Kobe 31st July and Moji 2nd August. General and Coals.—Nippon Yusen Kaisha.

REGINA KATO, British str., 2,153, J. Harton, 2nd Aug.—Karatua 27th July, Coals.—Bradley & Co.

ITALIAN str., 2,718, G. Bolato, 3rd August.—Bombay 16th July and Singapore 29th. General.—Carlowitz & Co.

DIEDERICHSEN, German steamer, 767, Schalkier, 8th August.—Hohow 7th Aug. General.—Jensen & Co.

MINZEL, German str., 984, J. Jansson, 3rd Aug.—Malay Bay 23rd July, Timber.—East Asiatic Trading Co.

HEBER, German str., 1,730, A. Stewart, 8th August.—Calcutta and Singapore 3rd August. Mails and General.—David Sassoon & Co., Ltd.

ARGO CREW, British str., 1,213, J. Harrison, 8th August.—Singapore 2nd August. General.—Chinese.

ISANG, British str., 1,224, H. J. Roops, 8th August.—Canton 8th August. General.—Jardine, Matheson & Co.

ONG, British str., 487, Dassy, 12th July, Manila 7th July, Ballast.—Chinese.

LUTKEN, German str., 1,160, Martens, 23rd July.—Singapore 22nd July, Sugar & Rice.—Chinese.

US, British str., 3,325, Major, 8th Aug.—Liverpool and Singapore 3rd Aug. General.—Butterfield & Swire.

ELI, British str., 2,399, W. J. Luckins, 8th July.—Amoy 3rd July, General.—Chinese.

N. British str., 635, Passmore, 8th August.—Swatow 7th August. General.—Angus Lapraik & Co.

LI, Norwegian str., 761, Johnson, 3rd August.—Calcutta 26th July, General.—Well & Co.

G. British str., 1,535, D. E. Saver, 9th August.—Saigon 5th August, Rice.—Jardine, Matheson & Co.

BEARD, British str., 2,512, Torrance, 8th Aug.—Pulo Bukun 31st July, Bulk.—Meyer & Co.

ZEON, British str., 2,247, Dowry, 14th August.—Callao via Panama and Yokohama May, General.—Order.

AI, German str., 1,115, W. Moller, 8th August.—Bangkok 29th July, and Teak Square.—Norddeutscher Lloyd.

E. Chinese str., 1,540, Lincoln, 8th August.—Canton 8th Aug. General.—Swire.

British str., 985, F. Wheeler, 7th August.—Bangkok 30th July, Rice.—Butterfield & Swire.

B. British str., 1,092, G. S. Weigal, 8th August.—Manila 5th August, General.—Jardine, Matheson & Co.

German str., 1,020, G. Schultze, 8th August.—Bangkok 31st July, Rice.—Field & Swire.

LOTHIAN, British str., 3,222, J. C. Williams, 4th August.—Salina Cruz 30th June.—China Commercial S. S. Co.

LUISE, German str., 2,213, C. Holbeck, 9th August.—Barry 31st May, Coal.—Order.

MACDUFF, British str., 1,882, R. Glogg, 8th August.—Liverpool 24th July, General.—Doddwell & Co.

MAORW, German str., 635, H. Harjes, 7th August.—Bangkok 1st Aug. Rice and Rice-meat.—Butterfield & Swire.

MATHILDA, Norwegian str., 2,230, H. Taarvig, 21st July.—Kuchino 15th July, Coal. Mitsui Bussan Kaisha.

MEDAN, German str., 1,773, O. Stalberg, 23rd July.—Caroline Island, Copra and General.—Siemssen & Co.

NIGRETTA, British str., 1,530, Harrison, 8th August.—Moji 31st July, Coal.—H. U. Jeffries.

PROGRES, German str., 637, F. Broder, 9th August.—Hohow 8th Aug. General.—Siemssen & Co.

RAJABOUR, German str., 1,189, R. Eimers, 8th August.—Bangkok 2nd August, Teakwood and Rice.—Butterfield & Swire.

REIN, Norwegian str., 729, H. Olsen, 6th Aug.—Bangkok 29th July, Rice.—Chinese.

ROEHAMPTON, British str., 1,391, Jackson, 5th August.—Venice 26th June, Oil.—Standard Oil Co.

SHANTUNG, British str., 1,837, J. Maruch, 8th August.—Java ports 30th July, General.—Butterfield & Swire.

SIEH, British str., 3,216, James Rowley, 5th July.—New York 4th May, General.—Doddwell & Co.

SWETA, British str., 1,396, J. E. Farrell, 8th August.—Singapore 2nd August, Kerosene Oil.—Geo. McEwan.

TUNOS, German str., 1,033, H. Kraft, 6th Aug.—Swatow 5th Aug. General.—Osaka Shosen Kaisha.

TSINAN, British str., 1,400, W. B. Brown, 8th August.—Kuchino 2nd Aug. General.—Butterfield & Swire.

TREDDALE, British str., 2,873, T. Miles, 25th July.—Darban 25th June.—Gibb, Livingston & Co.

TIN, Norwegian str., 1,408, D. L. Danielsen, 7th August.—Hongkong 4th August, Coal.—Sander, Wieler & Co.

WONKOR, German str., 1,115, J. V. Bruha, 3rd August.—Bangkok 28th July, Rice and Wood.—Butterfield & Swire.

ZAFIRO, British str., 1,611, Rodger, 8th Aug

